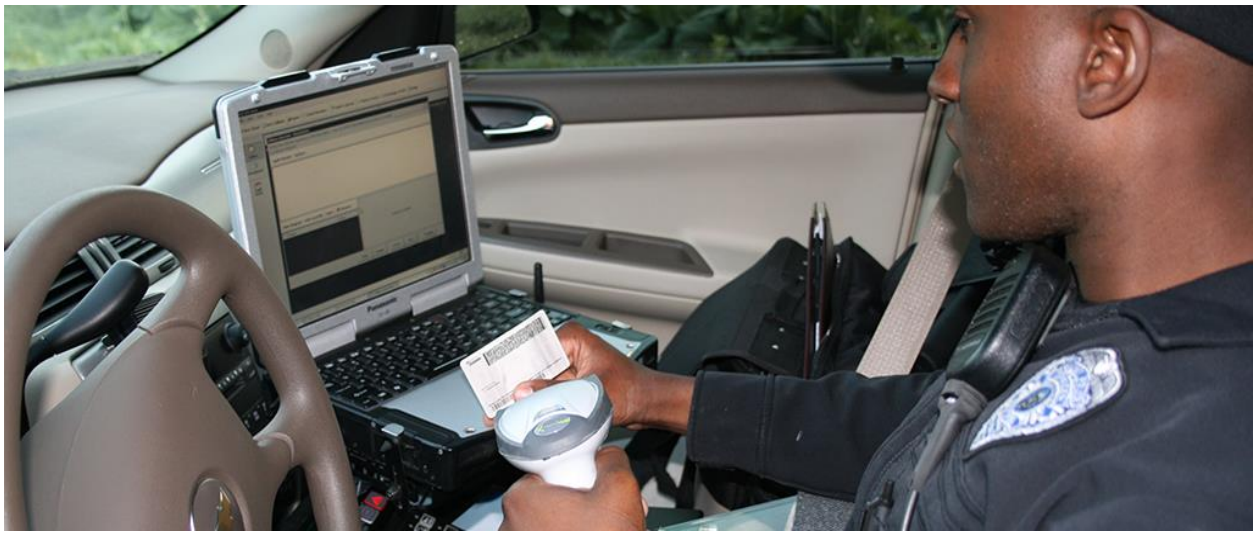
Washington Traffic Records Committee Strategic Plan



2016 Update

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Vision, Goals, Strategies and Outcomes

MISSION

The Washington Traffic Records Committee supports the reduction of fatalities and serious injuries on Washington State roadways to achieve the state's goal of Target Zero by providing timely, accurate, integrated, and accessible traffic records data.

VISION

Washington will have a centralized electronic traffic records access system that enables the discovery of life-saving strategies by providing users with quality traffic records data when, where, and in the form they need it.

Goal One: Remove barriers to data sharing and integration.

Strategies:

- Establish governance for data sharing and integration
- Pursue additional statutory changes to allow greater access to the trauma registry and other health data
- Continue data integration for specific data sets
- Work towards a centralized electronic data aggregation and analysis system
- Standardize fields to support data linkages
- Prioritize legislative agendas to support technology integration

Goal Two: Provide quality data, analysis, and tools to customers.

Strategies:

- Assess customer needs
- Modernize data systems
- Develop data quality processes between partner agencies to improve information quality
- Make map based crash intelligence data more accessible to local law enforcement
- Develop source-based, accessible spatial statistics
- Develop more complete and integrated injury data
- Improve timeliness and quality of traffic safety data
- Develop a statewide DUI database

Goal Three: Sustain high levels of collaboration and acquired knowledge within the TRC.

Strategies:

- Develop a shared vision and spirit of collaboration that is embraced by all stakeholders
- Develop a communication strategy to educate TRC members, and their internal and external stakeholders about the traffic records vision and goals of the TRC
- Support on-going training and communication tools to enable innovation and collaboration
- Identify key performance measures and report them in a data dashboard that is accessible to all TRC members

Goal Four: Identify and secure targeted investments to sustain TRC initiatives.

Strategies:

- Strive to align individual agency priorities with TRC and Target Zero goals
- Develop a "business case" for strategic investments needed to achieve traffic records goals
- Continue to invest towards the goal in achieving 100% electronic records
- Create a sustainable path for Statewide Electronic Collision and Ticket Online Records (SECTOR)

OUTCOMES

- Quality data collection for improved analysis
- 100% electronic traffic records data
- Accurate, timely, location-based data
- Instant, automated data capture
- Advanced data analysis and research skills
- High level of customer satisfaction with data

The Importance of Traffic Safety Records

Traffic records data serves as the primary source of knowledge about Washington's transportation environment. The State's traffic records system consists of a collection of information about collisions, location and make-up of the state's roadways, registered vehicles and licensed drivers, citation and adjudication data, and the severity and rates of injuries and traffic fatalities. Together these systems provide the underpinnings of a comprehensive campaign to reduce injuries and fatalities on Washington's roadways.

In 2000, Washington was the first state in the nation to set an aggressive goal for traffic safety: zero traffic deaths and serious injuries. This vision is called Target Zero.

Target Zero is a data-driven highway safety plan. Its purpose is to shine light on where limited resources of time, talent, and funding will have the most impact saving lives and reducing injury. In order to achieve this purpose, Washington's traffic records systems must be able to provide timely, accurate, integrated and accessible data. This data is foundational to focusing resources and monitoring progress toward the Target Zero goal.

The work of the TRC and its strategic goals and initiatives align with Target Zero in two fundamental ways:

- Quality data is essential to diagnosing the contributing factors to crashes and the assessment of countermeasures that are implemented.
- Traffic safety data helps identify innovative and targeted strategies in areas that will have the greatest impact on achieving Target Zero.

In 2013, Governor Inslee and the Washington Traffic Safety Commission further highlighted the critical importance of traffic safety data and systems by assigning it Level One Priority in the state's highway safety plan - Target Zero. The 2015 TRC Strategic Plan sets the framework for renewing the emphasis on Target Zero by focusing the TRC goals and strategies on:

- The needs of the customer or end user,
- Removing barriers to data quality and integration,
- The strong drive to use predictive analysis in public safety decision-making
- The significant ways in which policing has changed, and
- Leveraging advances in technological tools and capabilities that will allow for easier and better data access, integration and use.

Context for the 2015 Strategic Plan: Current State

Accomplishments

There has been significant progress on TRC goals and strategies each year since the first TRC strategic plan was developed in 2006. Recent achievements include:

- **eTRIP Program:** The eTRIP program has matured at a rapid pace since its launch in 2007. eTRIP is designed to reduce the inefficiencies of a paper-intensive system by creating a seamless and integrated system for collision reports and tickets, as well as a way for information on subsequent activity on those events to be disseminated to agencies. eTRIP reached critical mass with the successful implementation and expansion of SECTOR, Statewide Electronic Collision and Ticket Online Records. As of May 2015, 81% of crash reports in Washington are submitted electronically.
- **Data integration:** Progress has been made in data integration that will increase the amount and accuracy of injury severity information for persons involved in crashes.
- **Incident Location Tool:** The Washington State Department of Transportation (WSDOT) implemented an Incident Location Tool that uses online mapping resources to verify crash locations and adds additional data to the crash record, providing advanced analysis for the traffic safety engineering community.
- **EMS/Injury Surveillance System Interfaces:** The TRC is funding programs to enhance the functionality and completeness of the Washington Emergency Medical Services Information System (WEMSIS) and Emergency Department data, which will improve data quality and analysis.
- **Data Sharing:** Improved data sharing is being advanced through a Health Informatics Unit within the Washington State Department of Health, which is addressing data governance issues that are barriers to health data sharing and health data system interfaces. WSDOT and the Washington State Patrol (WSP) have entered into a data sharing agreement that defines roles and responsibilities regarding crash data.
- **Engineering Data Analysis:** Multiple projects are currently underway that will provide additional advances in data analysis:
    - WSDOT is working on enhancements to intersection data that will allow the ability to associate crashes to a specific intersection. This will help agencies determine which intersections are most problematic and then develop solutions to improve safety.
    - The TRC is also funding a project that will add a safety project planning module to the transportation management system that is used by all Washington counties. Expanding the elements associated with crashes will allow county engineers to develop decision trees that will select proven countermeasures based on roadway and collision characteristics. The end result is a proposed safety program location list that will enhance local priority setting for roadway projects.
    - A new Crash Data Portal is being developed to provide crash data reports and maps for state and local engineers, as well as the public on a limited basis.

Gaps and Barriers

While much has been accomplished, there are gaps and barriers that must be overcome if progress is to continue.

- The recent direction of traffic data systems seems to have become more project-focused and the long-term vision and strategic direction is no longer clear to all of the partners. While the collaboration and relationships on the TRC remain strong and the original purpose of providing timely accurate integrated and accessible traffic records data is still understood, the focus has drifted away from Target Zero to automating for efficiencies and paperwork reduction.
- Progress on data sharing and integration continues to be slower than everyone would like and some major barriers exist. Access to different data sets residing in TRC member agencies is significant. Getting the right expertise in the room to understand and address the issues of security, confidentiality, legal concerns, and technical capabilities/deficits is a key reason why progress is slow.
- There are concerns about data quality, as documented in the National Highway Traffic Safety Administration Assessment (see Appendix B for detailed information about the assessment findings) and by some key informants on the TRC Council and Workgroup. These concerns included a number of different data sets within several agencies that are part of the TRC, including vehicle, driver, roadway, citation and adjudication.
- The TRC Strategic Plan is not currently a working document that guides the plans and actions of TRC member agencies. It is generally not used as a tool to guide communication and decision-making on priorities and budget requests by the member agencies.
- The TRC has not been able to leverage resources to the highest degree possible because the approach to seeking funding and investments beyond NHTSA grant funding to support Committee's efforts is not coordinated.

Recommendations for Improvement

The following recommendations are designed to address the gaps and barriers identified in the assessment.

- Recommendation 1: Develop a compelling shared, long-term vision for traffic data systems that can be used to make the case for investment and the leveraging of funds needed to pursue the goals and activities of the TRC. This will help TRC members to educate their internal and external constituencies and build support for needed resources and investments that help sustain and further the goals of the TRC and the state's progress toward Target Zero.
- Recommendation 2: Build a clear, concise strategic plan that addresses the main issues identified by participants in the assessment. Specifically addressing: data quality, legal barriers to accessing data, keeping the strategic focus on the customer, significant ways in which policing has changed, recognize the strong drive to use predictive analysis in public

safety decision-making and anticipate advances in technological tools and capabilities that will allow for easier and better access, integration, and use of data.

- Recommendation 3: Identify a short set of key performance measures that align directly with the vision and goals and report the measures in a data dashboard that is accessible to all. There are gaps between the existing performance measures and those needed to monitor progress going forward. Agencies are tracking performance measures at the project level and for the specific objectives or strategies that they own individually, but these are not being reported to TRC in a common format or on a consistent basis.
- Recommendation 4: Plan and conduct TRC Oversight Council meetings using the new strategic plan as a framework. The plan should guide everything the TRC does. The plan should serve as the framework for setting the agenda of all Council meetings. All agenda items, even progress on specific projects should show a direct tie to the vision and goals of the plan. Using the plan in this way will help keep the TRC and all its partners on course, connected to the shared vision, aware of progress being made, and better able to make needed course corrections throughout the year. This discipline of "working the plan" will inform the setting of priorities and formulating requests that are part of state and federal annual budget processes and make it easier to update the plan to comply with federal requirements.
- Recommendation 5: Use the plan to educate staff within agencies about TRC goals, how and where collaboration needs to occur and how the data and data systems they are working on support statewide goals. Professional/technical staff within agencies working on TRC projects do not always fully understand the importance of these projects, why they are doing them, and the need for a high level of collaboration with their counterparts in other agencies.

Vision, Mission, Goals and Strategies

The vision and strategic direction for Washington's TRC was developed in 2015 through a two-part process that involved the entire membership of the TRC.

Strategic Assessment: Data analysis and key informant interviews with members of the TRC Oversight Council and Workgroup, and staff, focused on:

- Identifying emerging trends, changing needs and conditions,
- Documenting key accomplishments and progress toward existing goals and objectives, and
- Exploring strategic opportunities for further progress and ideas for improvement.

Facilitated Planning: Developing a shared vision and strategic plan for Washington's traffic records through a collaborative process involving all TRC members. This included updating the mission, goals and strategies using data from the Strategic Assessment to inform decisions about strategies and priorities.

Mission

The Washington Traffic Records Committee supports the reduction of fatalities and serious injuries on Washington State roadways to achieve the state's goal of Target Zero by providing timely, accurate, integrated, and accessible traffic records data.

Vision

Washington will have a centralized electronic traffic records access system that enables the discovery of life-saving strategies by providing users with quality traffic records data when, where, and in the form they need it.

Pursuing this vision will allow the state to achieve the following outcomes that align directly with Target Zero:

- Quality data collection for improved analysis
- 100% electronic traffic records data
- Accurate, timely, location-based data
- Centralized data aggregation for analysis
- Instant, automated data capture
- Advanced data analysis and research skills
- High level of customer satisfaction with data

Strategic Goals

Goal One: Remove barriers to data sharing and integration.

With improved systems and tools, technical barriers are becoming fewer and the biggest data sharing hurdles are HIPAA laws and public disclosure concerns. The Department of Licensing (DOL) is currently modernizing its IT systems, which is impacting its ability to fully participate in this area in the short-term, but the changes may contribute to higher data integrity and standardization. The Administrative Office of the Courts (AOC) is resource constrained and the replacement of its legacy systems is its highest priority, making it difficult for the agency to participate in activities that would further data sharing. Data integration projects across agencies and within DOL are also hampered by lack of a common personal identifier. Data is collected but not warehoused and retention policies are driven more by compliance and not future utility.

Strategies:

- Establish governance for data sharing and integration
- Pursue additional statutory changes to allow greater access to the trauma registry and other health data
- Continue data integration for specific data sets
- Work towards a centralized electronic data aggregation and analysis system
- Standardize fields to support data linkages
- Prioritize legislative agendas to support technology integration

Goal Two: Provide quality data, analysis, and tools to customers.

There are existing concerns about data quality, as documented in the National Highway Traffic Safety Administration (NHTSA) Assessment and by some key informants on the TRC Council and Workgroup. These concerns include a number of different data sets within several agencies that are part of the TRC, including collision, vehicle and driver, roadway, citation and adjudication. Efforts to address some of the identified quality issues are already underway, however, there is a need for continued focus and attention on this issue, as more agencies begin using the data for predictive analysis and decision-making. Systemically, agencies lack dedicated staff resources to support data analysis and integration.

TRC members also feel it is time for an infusion of new energy and ideas into fulfilling the traffic records data mission. Some of the accomplishments within the eTRIP program and agency projects the TRC has funded are first-in-the-nation improvements to the collection, dissemination and analysis of traffic records data. Now, the conversation needs to turn to: “what’s next?” The TRC looks to a few key states generally, and in specific areas for best practices that could infuse their efforts with fresh ideas and alternative approaches to providing higher quality data, better analysis, and useful tools to customers.

Strategies:

- Assess customer needs
- Modernize data systems

- Develop data quality processes between partner agencies to improve information quality
- Make map based crash intelligence data more accessible to local law enforcement
- Develop source-based, accessible spatial statistics
- Develop more complete and integrated injury data
- Improve timeliness and quality of traffic safety data
- Develop a statewide DUI database

Goal Three: Sustain high levels of collaboration and acquired knowledge within the TRC.

The relationships and level of collaboration among the partner agencies within the TRC are strong. Strong relationships of trust and collaboration have been built among the TRC partner agencies over time. This has helped the TRC and its members sustain their inter-dependencies even under the strain of disagreements, particularly in the area of data sharing. Even so, there is not a common understanding of "where we are going and how." Also, a "direct line of sight" from each project the TRC funds to the overarching goals of the Committee, is lacking. This can result in duplication of effort, misaligned efforts and lack of clarity and understanding of how the project or initiative will result in quality data. This, in turn, affects the ability to accurately diagnose contributing factors to crashes and develop innovative countermeasures for improving safety.

Strategies:

- Develop a shared vision and spirit of collaboration that is embraced by all stakeholders
- Develop a communication strategy to educate TRC members, and their internal and external stakeholders about the traffic records vision and goals of the TRC
- Support on-going training and communication tools to enable innovation and collaboration
- Identify key performance measures and report them in a data dashboard that is accessible to all TRC members

Goal Four: Identify and secure targeted investments to sustain the TRC initiative.

The TRC is not able to leverage resources to the highest degree possible because the approach to seeking funding and investments to support the Committee's efforts is not coordinated. The main driver is the stresses agencies face within their own internal environments and the challenge of keeping attention focused on traffic records goals and projects in the midst of competing policy, reduction in human capitol, and budgetary priorities. Resource constraints and the priority some TRC partners have had to place on replacement of legacy systems is a barrier to aligning the TRCs resources to address significant issues of data access, sharing, and integration.

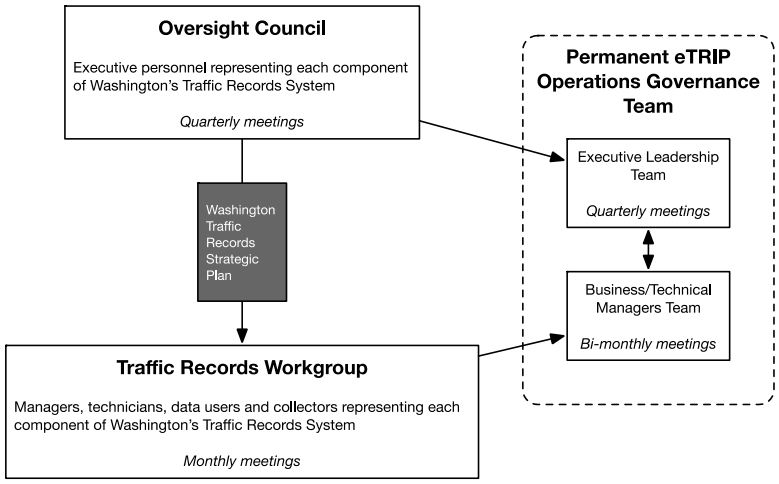
Strategies:

- Strive to align individual agency priorities with TRC and Target Zero goals
- Develop a "business case" for strategic investments needed to achieve traffic records goals
- Continue to invest towards the goal in achieving 100% electronic records
- Create a sustainable path for SECTOR

Implementing the Strategic Plan: TRC Governance Structure

Washington State's Traffic Records Committee has been in existence for over three decades. The activity of this group has varied significantly throughout the years, usually mirroring various changes in priorities at the national and state levels. In 2006, the TRC received formal endorsement through a Memorandum of Understanding involving nine separate agencies. This document provides a charter that clearly lays out the membership structure, duties, and responsibilities and all other authorities and procedures of the TRC.

The organizing agencies believe the best way to achieve the TRC's vision and strategy goals is through a bi-level organization that includes executive-level sponsors, as well as technical and managerial participants. The diagram on the right illustrates the governance structure that is in place to carry out the strategic goals and priorities of the TRC.



The Oversight Council – The council provides oversight and programs in creating and approving strategies and projects to improve Washington's traffic records system. The Oversight Council ensures strategic and project alignment with individual agency priorities, standards, and practices and performs an annual evaluation of Washington's traffic records strategy plan.

The Traffic Records Workgroup – The Workgroup functions as a technical and managerial forum for the discussion and examination of statewide traffic records issues. The Traffic Records Workgroup is responsible for creating, coordinating, and implementing improvement projects.

Together, the two groups develop the state's Traffic Records Committee strategic plan

Aligning the TRC Strategic Plan to National, State and Local Goals

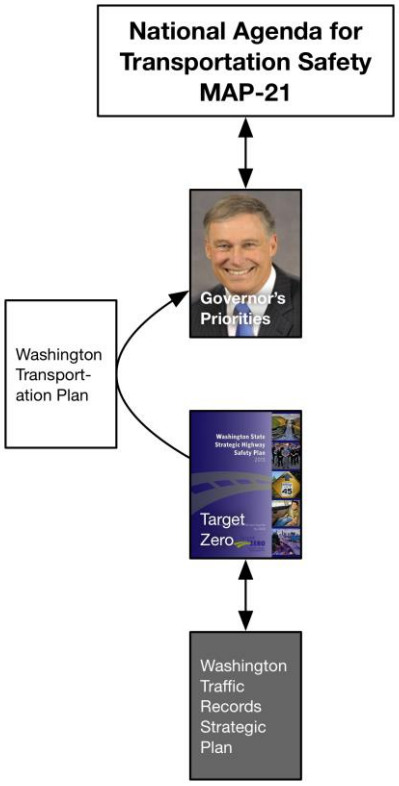
The TRC is a partnership of federal, state, and local stakeholders from transportation, law enforcement, criminal justice, and health disciplines. The TRC's membership includes state and local agencies and organizations that have a shared mission to reduce the number of fatalities and injuries and severity of injuries related to trauma. All of these organizations participate in the development of the TRC strategic plan, and thereby align the mutual strategic goals of each respective agency with statewide goals for traffic records.

Target Zero: Washington State Strategic Highway Safety Plan

Target Zero is a data-driven approach to reducing traffic fatalities and injuries. Timely, accurate, integrated, and accessible data is the foundation for targeting resources and monitoring progress toward zero traffic fatalities and serious injuries by 2030. The TRC supports Target Zero by providing quality data needed to:

- Diagnose the contributing factors to crashes,
- Assess the effectiveness of implemented countermeasures, and
- Identity innovative and targeted strategies that will have the greatest impact on achieving the goal of zero deaths and zero serious injuries.

The diagram on the right illustrates how the TRC plan aligns with Target Zero state transportation priorities and the National Agenda for Transportation Safety.



Washington's traffic information and support data systems are comprised of hardware, software, and accompanying processes that capture, store, transmit, and analyze a variety of data. The following information is used to make up Washington's Traffic Records System:

- Traffic fatalities and serious injuries
- All statewide traffic collisions
- Driver citations
- Criminal history and judicial outcome data
- Driver licenses and registered vehicles
- Commercial motor vehicles
- Emergency Medical Systems
- Vital statistics
- Trauma and inpatient hospital records
- Roadway geometrics and features

- Traffic volumes, traffic mix and freight
- Location information via Geographic Information Systems
- Population estimates

Each component of this system provides key information for diagnosing the contributing factors to collisions and for the supporting decisions related to achieving Target Zero.

National Agenda for Transportation Safety

The National Highway Transportation Safety Administration (NHTSA) is a critical partner in Washington's effort to reduce traffic fatalities and injuries. NHTSA works to ensure that complete, accurate, and timely traffic safety data are collected, analyzed, and made available for decision-making at the national, state, and local levels.

NHTSA's National Driver Register and Traffic Records Division provides coordinated guidance, outreach, best-practices, and training and technical assistance designed to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of state crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance databases. The Traffic Records Team helps states improve their traffic safety data collection, management, and analysis capabilities through evaluation, training, and technical assistance.

Updating and Reporting Progress on the TRC Strategic Plan

The TRC Strategic Plan is a living document that is designed to guide the state's efforts in traffic records, including the development of project proposals, coordination among TRC partners, and evaluation of the effectiveness of the chosen strategies and projects. Each year in November the TRC Oversight Council will conduct an evaluation of Washington's Traffic Records Strategic Plan. This evaluation will consider changing federal, state, and local priorities, as well as emerging technology and how these drive updates to the plan. These discussions will drive the proposals submitted for the next Federal Fiscal year.

At this same time the TRC will check in with federal partners to identify the opportunity for and availability of funding, technical assistance, and training and how these can be accessed by all of Washington's traffic safety partners.

TRC will report annually on any identified performance measures and a summary of completed and on-going projects. These will be presented to the Traffic Records Oversight Council at a quarterly meeting of the Washington Traffic Safety Commission. Some of these measures will also be included in the WTSC's Highway Safety Plan.

Traffic Records Grant Process

Traffic Records is one of the priority areas that WTSC awards funding to, in accordance with NHTSA regulations for funding Traffic Records.

Per 23 CFR1200.22 (h), Grant funds awarded shall be used to make quantifiable, measureable progress improvements in the accuracy, completeness, timeliness, uniformity, accessibility or integration of data in a core highway safety database.

The core highway safety databases are: crash, driver, vehicle, citation and adjudication, roadway and injury surveillance.

Project proposals are submitted through the WTSC annual grant process in January of each year. Grants awarded are for the federal fiscal year, running October 1 – September 30. Even grants to fund continuing projects must be submitted through this process. Commissioners approve the block grant for Traffic Records, but the TRC approves the individual projects. The TRC Workgroup reviews and recommends projects to the Oversight Council that makes the final approval of projects.

As a guideline, the timeline will be:

Milestone	Month
Grant Proposals due	January
TR proposals distributed to TRC Workgroup for evaluation	February
TRC Workgroup meets to recommend package of TR grants to TRC Oversight Council	February
Technical Advisory Committee recommends grants to Commissioners	March
WTSC Commissioners approves the block Traffic Records grant (as part of the overall grant approval process)	April
TRC Oversight Council meets to approve individual TR projects	May
Project agreements signed	Aug/Sept
FFY2016 funding available	October 1

Acknowledgements

The 2015 Traffic Records Strategic Plan was developed by the Washington State Traffic Records Committee with administrative and technical guidance provided by the Washington Traffic Safety Commission. A number of professionals from state and local agencies and organizations have dedicated their time and expertise to creating this vision and strategic direction for the future of Washington's traffic records system. The TRC and the WTSC wish to thank the following individuals and organizations for their valuable participation in the strategic planning process:

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Appendices

Appendix A: Aligning the TRC Strategic Plan with the 2014 NHTSA Traffic Records Assessment

NHTSA conducts peer evaluations of state traffic records system capabilities. Independent subject matter experts from state, local, and other areas examine state responses to a uniform set of questions and rates the responses against the ideal set out in the Traffic Records Program Assessment Advisory. The final report includes ratings, recommendations, and considerations that states may consider in working to improve their traffic records system performance.

From January through April 2014 NHTSA sponsored a state-wide assessment of Washington's traffic records system. At the conclusion of the assessment, the assessment team released a written report, which documented current traffic records processes in the state and provided recommendations for improvements.

2014 NHSTA Traffic Records Assessment Recommendation	TRC Goal/Strategy/Projects and Performance Measures
Recommendation #1: Crash Interfaces - Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	**Strategic Goal:** Remove barriers to data sharing and integration **Strategies:** • Pursue additional statutory changes to allow greater access to the trauma registry and other health data • Continue data integration for specific data sets **2017 TRC Funded Project:** Data Integration: Linking Datasets – Funds a position that will serve as the coordinator and analyst of WTSC's crash-health linkage project, as well as software to support the linkage. This position will lead efforts to develop a comprehensive, integrated traffic records system. *Performance Measure:* Crash Integration
Recommendation #2: Crash Data Quality Control - Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	**Strategic Goal:** Provide quality data, analysis, and tools to customers **Strategies:** Improve timeliness and quality of traffic safety data **2017 TRC Funded Project:** Map module for SECTOR - Add a mapping component to SECTOR to improve the accuracy and streamline the process of identifying collision location, and to leverage spatial data in order to auto populate text fields to reduce officer workload. *Performance Measure:* Crash Completeness

2014 NHSTA Traffic Records Assessment Recommendation	TRC Goal/Strategy/Projects and Performance Measures
Recommendation #3: Vehicle Interfaces - Improve the interfaces with the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	**Strategic Goal:** Remove barriers to data sharing and data integration **Strategies:** • Modernize data systems • Pursue additional statutory changes to allow greater access • Continue data integration for specific data sets **TRC Agency Project:** System Modernization - Department of Licensing is in the process of a significant system modernization, which will include the ability for vehicle data systems to interface with other program applications. *Performance Measure:* Vehicle Integration
Recommendation #4: Vehicle Data Quality Control - Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	**Strategic Goal:** Remove barriers to data sharing and data integration **Strategies:** • Modernize data systems • Standardize data fields for linkages **TRC Agency Project:** Data Quality Controls - As part of the DOL Vehicle System modernization, there are many data cleanup processes underway. Data quality controls are being added to the new system to limit and/or standardize how fields such as "Makes" and "Models" are entered into the new system. *Performance Measure:* Vehicle Uniformity
Recommendation #5: Driver Description and Contents - Improve the description and contents of the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.	**Strategic Goal:** Provide quality data, analysis, and tools to customers **Strategies:** • Modernize data systems • Improve timeliness and quality of traffic safety data **TRC Agency Project:** Data Dictionary - DOL has a data dictionary that is maintained and will be used when updating records within the Driver data system when the Drivers Modernization is completed. This should improve data descriptions and content. *Performance Measure:* Driver Uniformity

2014 NHSTA Traffic Records Assessment Recommendation	TRC Goal/Strategy/Projects and Performance Measures
Recommendation #6: Driver Data Quality Control - Improve the data quality control program for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	**Strategic Goal:** Provide quality data analysis and tools to customers **Strategies:** • Improve timeliness and quality of traffic safety data **Agency Projects:** Standardization of Data Elements - With the modernization of the DOL Driver data system, one of the tasks involved will be to identify and standardize all data elements used for updating driver records. This will include a review of all business rules associated with record updates that will improve data quality and establish and/or identify improved data quality controls for the Driver data systems. *Performance Measure:* Driver Uniformity
Recommendation #7: Roadway Data Quality Control - Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	**Strategic Goal:** Provide quality data, analysis and tools to customers **Strategies:** • Modernize data systems • Improve the timeliness and quality of traffic safety data **2017 TRC Funded Project:** Roadway Data System Integration - Act on recommendations outlined in previously funded planning and development project, in order to develop a sustainable technical and business process for the stewardship of a statewide all public roads LRS. This will involve the implementation of existing software, creation of new databases, and development of new business processes. *Performance Measure:* Roadway Integration

2014 NHSTA Traffic Records Assessment Recommendation	TRC Goal/Strategy/Projects and Performance Measures
Recommendation #8: Citation / Adjudication Interfaces - Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.	**Strategic Goals:** • Remove barriers to data sharing and integration • Identify and secure targeted investments to sustain the TRC initiative **Strategies:** • Develop a DUI database • Create a sustainable pathway for SECTOR **2017 TRC Funded Project:** Electronic DUI Processing: Develop an integrated system within SECTOR that allows users to complete the current DUI process and associated administrative tasks electronically. Tasks include data collection, form printing, information storing, administrative processing, routing, data retention and the two-way transmission of information. The system will provide a data source capable of report creation, data distribution and extraction resulting in impactful decision making and efficient, accurate, timely prosecution. *Performance Measure:* Citation Integration
Recommendation #9: Citation / Adjudication Data Quality Control - Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.	**Strategic Goal:** Provide quality data, analysis and tools to customers **Strategies:** • Improve timeliness and quality of traffic safety data **2017 TRC Funded Project:** Electronic DUI Processing: Develop an integrated system within SECTOR that allows users to complete the current DUI process and associated administrative tasks electronically. Tasks include data collection, form printing, information storing, administrative processing, routing, data retention and the two-way transmission of information. The system will provide a data source capable of report creation, data distribution and extraction resulting in impactful decision making and efficient, accurate, timely prosecution. *Performance Measure:* Citation Accuracy

2014 NHSTA Traffic Records Assessment Recommendation	TRC Goal/Strategy/Projects and Performance Measures
Recommendation #10: EMS / Injury Surveillance Interfaces - Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.	Strategic Goals: • Remove barriers to data sharing and integration • Provide quality data, analysis and tools to customers Strategies: • Develop better injury data • Pursue additional statutory changes to allow greater access to the trauma registry and other health data 2017 TRC Funded Projects: WA Emergency Dept. Data (ESSENCE)- Continue the development of a traffic safety specific module within Washington State Department of Health syndromic surveillance system, and continue to expand the number of Emergency Departments submitting compliant data. *Performance Measure:* Injury Surveillance Completeness Data Integration: Linking Datasets – Funds a position that will serve as the coordinator and analyst of WTSC's crash-health linkage project, as well as software to support the linkage. This position will lead efforts to develop a comprehensive, integrated traffic records system. *Performance Measure:* Crash and Injury Surveillance Integration WEMSIS Data Management – This project builds on the Key EMS Performance Indicators successfully developed with funding from a previous grant. The project FTE will develop and implement procedures for the way DOH prepares the analytical data files for new two databases, plan and manage the implementation of the analytical WEMSIS and Trauma Registry data sets that will be used for the EMS and Trauma system analyses, and support the inter-agency data integration activities to improve traffic safety data. *Performance Measure:* Injury Surveillance Accessibility

2014 NHTSA Traffic Records Assessment Recommendation	TRC Goal/Strategy/Project
Recommendation #11: Data Use and Integration Capacity - Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.	**Strategic Goals:** • Remove barriers to data sharing and integration • Provide quality data, analysis, and tools to customers **Strategies:** • Work towards centralized data repository • Improve timeliness and quality of traffic safety data • Make GIS data more accessible to local law enforcement **State-wide Initiative:** The Statewide Data Governance Coordinators Group is working to formalize and expand agency participation. The group will be working with the Office of the Chief Information Officer (OCIO) to identify appropriate agencies and representatives for participation in developing statewide policy, and to implement/improve individual data governance in government agencies that manage data. **2017 TRC-Funded Projects:** Data Integration: Linking Datasets – Funds a position that will serve as the coordinator and analyst of WTSC's crash-health linkage project, as well as software to support the linkage. This position will lead efforts to develop a comprehensive, integrated traffic records system. *Performance Measure:* Crash and Injury Surveillance Integration Map module for SECTOR - Add a mapping component to SECTOR to improve the accuracy and streamline the process of identifying collision location, and to leverage spatial data in order to auto populate text fields to reduce officer workload. *Performance Measure:* Crash Completeness

Appendix B: TRC Membership and Coordination

The TRC is a partnership of federal, state, and local stakeholders from transportation, law enforcement, criminal justice, and health disciplines. The TRC's membership includes state and local agencies and organizations that have a shared mission to reduce the number of fatalities and injuries and severity of injuries related to trauma. The TRC Coordinator is Debi Besser, Traffic Records Program Manager at the Washington State Traffic Safety Commission.

The TRC Oversight Council consists of:

Organization & Position	Functional Area Represented
Washington Traffic Safety Commission, Director	Highway Safety Office (Chair)
Administrative Office of the Courts, Judicial Services Director	Citation/Adjudication Systems
Washington State Patrol, Asst. Chief, Technical Services Bureau	State Law Enforcement
Department of Transportation, Transportation Data and GIS Office Manager	Crash & Roadway Systems
Department of Licensing, Programs and Services Assistant Director	Driver & Vehicle Systems
County Road Administration Board, Intergovernmental Policy Manager	Local Roadway Systems
Department of Health, Director, Office of Community Health Systems	Injury Surveillance Systems
Washington Association of Sheriffs & Police Chiefs, Police Chief	Local Law Enforcement
Office of the Chief Information Officer, Sr. Policy Advisor	State Information Technology

The TRC Workgroup consists of:

Organization and Position	Functional Area Represented
Washington State Patrol, Technical Services Bureau, Information Technology Division, Application Development and Support Section Manager	State Law Enforcement (Co-chair)
Washington State Patrol, Field Operations Bureau, Lieutenant	State Law Enforcement
Washington State Department of Licensing, Citation & Accident Unit Manager	Driver System
Washington State Department of Licensing, Records and Program Management Manager	Vehicle System
Administrative Office of the Courts, Information Services Division, Data Quality Coordinator	Citation/Adjudication Systems
Administrative Office of the Courts, Judicial Services Division, Court Association Coordinator	Citation/Adjudication Systems
Washington Traffic Safety Commission, Programs & Services Division, Program Manager	Highway Safety Office (Co-Chair)
Washington Traffic Safety Commission, Research & Data Division, Research and Data Manager	Highway Safety Office
Washington State Department of Transportation, Statewide Travel & Collision Data Office, Senior Business Project Manager	Crash System
Washington State Department of Transportation, GIS & Roadway Data Office, Transportation Planning Specialist	Roadway System

Organization and Position	Functional Area Represented
Washington State Department of Health, Community Health Systems, Research, Analysis and Data Section Manager	Injury Surveillance Systems
Washington State Department of Health, Center for Health Statistics, Epidemiologist	Injury Surveillance Systems
Washington Association of Sheriffs & Police Chiefs, Administrative Services Director	Local Law Enforcement
County Road Administration Board, Road System Inventory Manager	Local Roadway Systems
Office of the Chief Information Officer, Sr. Policy Advisor	State Information Technology
Washington State Patrol, Collision Records	Collision Reporting
National Highway Traffic Safety Administration, Region 10, Washington Regional Program Manager	Federal Advisor
Federal Motor Carrier Safety Administration, Washington Division Administrator	Federal Advisor
Federal Highway Administration, Washington Division, Safety/Geometric Design Engineer	Federal Advisor

Appendix C: Performance Measures

The TRC is working to develop a meaningful and valid set of traffic records performance measures to gauge the timeliness, accuracy completeness, uniformity, integration, and accessibility of traffic safety data. At a high level, the goals and strategies in this strategic plan are designed to improve data quality in the following traffic records components.

Data Quality Metrics

Systems	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility
Crash (3)	✓					
Driver						
Vehicle						
Roadway						
Citation						
Adjudication						
Injury Surveillance (4)			✓			

TRC project managers are currently tracking performance measures at the project level and for the specific objectives or strategies that they own individually, and these are reported to the TRC during project updates. The TRC Workgroup will continue to refine a set of performance measures to monitor progress at the system level.

2016 Performance Measures

The provisions of the Section 405(c) grant application require applicant States to demonstrate year-to-year traffic records improvement in at least one of the six core systems by way of one of the six performance areas: timeliness, accuracy, completeness, uniformity, integration, and accessibility.

For FFY2016 the following two performance measures demonstrate significant, system-wide performance: one improvement is relevant to the Crash System, and one improvement is relevant to the Injury Surveillance System. The performance measures and a description of each are provided below.

Crash - Timeliness	Baseline	Actual
	July 2014 – May 2015	July 2015 – May 2016
Average number of days from the time of a collision until the report is received by WSDOT for processing to other agencies	7 Days	5 Days
Narrative – Washington State is engaged in a number of orchestrated projects aimed at replacing manual, hand-entry methods with automated processing and filing services. These projects contribute significantly to the reduction of the time between the occurrence of a collision and the availability of data to other agencies such as the Washington State Patrol for their public disclosure and Department of Licensing for their drivers' records. Between July 2014 and May 2015, the average number of days from the time of a collision until its availability to processing by other agencies was 5 days, which was actually a decrease from 7 days only a year earlier.		
Calculation Method – The difference between the date/time the report was received in WSDOT's system (column C) and the date/time of the collision (column B) is how the number of days for each report is calculated (column D). Then, average the number of days for all reports – both electronic and on paper – which were submitted in the timeframe.		

Injury Surveillance - Completeness	Baseline	Actual
	2013	2014
Number of incident reports submitted by EMS agencies	621,577	703,578

Narrative –

The total number of EMS run incident reports submitted to the Dept. of Health WEMSIS (Washington EMS Information System) increased by 82,001, for a 13.2% increase. These are current numbers for the calendar years as of June 2016. The most recent year of complete information is 2014, so that is the year we are using as the actual. This increase has been driven through outreach on the benefits of reports, funded by TRC grants in the last few years.

Calculation Method –

A total of submitted incident reports by all agencies, by incident date.